



PUBLISHED DAILY AND WEEKLY BY
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ALEXANDRIA:

THURSDAY MORNING, SEPTEMBER 30, 1858.

According to the New York Express, the story in the Times that England had made a treaty with Nicaragua is a hoax. The Express says:—We have the best personal authority for saying the Nicaraguan minister in this country has neither signed nor negotiated any such treaty with Great Britain.

The Executive Committee of the Fredericksburg Agricultural Society has determined to hold a grand Tournament on the last day of the Cattle Show on the Fair Grounds (Thursday the 18th of November.) They offer besides a handsome prize to the successful Knight, the pleasure of crowning some fair lady as Queen of Beauty.

The papers announce the death of John Bragg, the oldest and one of the most eminent of the Virginia medical faculty at Petersburg. Dr. Bragg has led so useful and so blameless a life among the people of Petersburg, that his death, though not unexpected, will cause a wide-spread grief. The sad event occurred on Friday evening.

In Germany and France, a large amount of sugar is made from the beet. The residuum is fibrous and pulpy, and the savans of Europe have been endeavoring to discover some mode of transmitting this substance into paper. Dr. Collier, of New Jersey, now in London, has been engaged in the enterprise, and after three years' perseverance he has achieved the desired result. His process has been patented in foreign countries as well as in the United States.

The sculptor Hart has finished his model of the statue of Henry Clay, ordered by the Clay Monumental Association of New Orleans. The likeness is said to be perfect. The model goes from Florence to Munich, where it will be cast in bronze, and the inauguration will probably take place in New Orleans on the anniversary of Mr. Clay's birthday in 1860.

The September races on Fashion Course, Long Island commenced on Monday. There were about 8,000 persons present. The four mile race, which was the prominent feature of the occasion, was won by Nicholas I. the time being, first heat, 7:50; second, 7:35; third, 7:50.

It is now believed that Mr. Thornton, the balloonist, landed, but he probably perished in the marshes from inability to aid himself, the perilous ride having exhausted his strength. It is more probable that he fell from a great height.

The Abbeville (S. C.) Banner records the decease of William Lowndes, youngest son of the late John C. Calhoun, who died on the 19th inst., on his plantation, in Abbeville District. Since the death of Mr. Calhoun three sons and a daughter, we believe, have followed him to the tomb.

Leonard Scott & Co., New York, have republished the September number of Blackwood's Magazine. It contains a continuation of Bulwer's Novel and articles on the late spectacle at Cherbourg, Respiration and Suffocation, &c., &c.

The New Orleans papers emphatically warn strangers from visiting that city at this time. A number of recent deaths from yellow fever have occurred among those who had come to the city from other places in search of employment.

On Friday last, the Norfolk Argus says, "Jack Frost made his appearance in Norfolk for the first time this season. The fields and gardens will soon show the evidences of his unusually early visit."

Flocks of Hawks have recently been seen winging their way to the South. It is thought they are moving off in consequence of the scarcity of their accustomed food in this section of country.

The Charlottesville Spirit of Jefferson says that the statement that Mr. Faulkner cast his vote in 1851, for Mr. Sumners for Governor, is incorrect.

Mr. A. R. Butler is announced as an independent candidate for Congress, from the Jefferson district. The announcement is made without consulting Mr. B.

Sugar and molasses, of the new crop, is beginning to be brought into the New Orleans Market.

The water in the Potomac river and Will's Creek, near Cumberland, still continues low.

Maine Election.
The Kennebec Journal contains the complete official returns of the recent election in the State of Maine.

Governor Merrill's majority, is 8,942. Both the doubtful Congressional districts prove Republican—Foster's majority in the sixth being 137, and French's in the third being 56. This makes the delegation unanimous. The Legislature stands: Senate, 31 Republicans; House, 103 Republicans, 43 Democrats.

Bank of the Commonwealth.
This institution will commence operations, in the new and elegant office, opposite the American Hotel, on the 30th inst. or 1st of October. The officers of the Bank are as follows: President, L. W. Nunnally; Cashier, J. B. Morton; Paying Tellers, J. W. Payne (late of Charlottesville); Receiving Teller, Jonathan M. Nowlin; Bookkeepers, Edward C. Howard and James D. Scott; Isaac Clark and Hunter, John M. Murray.—Rich. Whig.

Sad Fatality in a Family.
Catherine McK. Douglas, aged 15 years, died at Charleston, S. C., of yellow fever, on the 1st of September; and on the 6th, Jessie F., sister of Catherine, in the 20th year of her age, died of the same disease; and on the 12th, Alexander Douglas, their father, aged 45 years, a native of Greenock, Scotland, also fell a victim to the fatal epidemic, leaving a distressed widow and three children under nine years of age to mourn, far from their former homes and relatives, a loss to them, truly irreparable.

LATER FROM CALIFORNIA.

ARRIVAL OF THE MOSES TAYLOR.

New York, Sept. 28.—The steamer Moses Taylor arrived here this afternoon from Aspinwall, with San Francisco dates to the 6th and three hundred passengers, and \$1,600,000 in gold.

The California State election resulted in a democratic administration majority of from six to ten thousand. The Legislature is largely democratic. San Francisco elected the people's ticket for local officers and republican members to the Legislature.

The news from Fraser river is unsatisfactory. The river was too high to allow of profitable working. Business was dull at Victoria and property had depreciated. Numerous had returned to California disappointed. Recent diggings had been found in Shasta county, diggers realizing \$100 daily.

A duel took place between Geo. T. Johnson, an administration editor and W. S. Ferguson, an ex-Senator and a Douglasite. The latter was shot in the thigh.

A government suit has been commenced at San Francisco for the new Almaden quick silver mines, valued at many millions of dollars. It is charged that the mines are held by a forged title.

On a date to the 21st of August had reached San Francisco. Lieut. Allen had defeated a body of Indians on the Yakima river capturing seventy prisoners and a large number of horses. Lieut. Allen was mortally wounded and died next day.

The San Francisco markets have been animated with large transactions in provisions. The whole stock has gone into second hands. Lard has advanced 2 cents. All the current importations and a large portion of shipments yet to arrive have changed hands—Money is abundant. There has been a large movement in rice. Carolina has advanced 40 per cent. There has been a speculative movement in spirits turpentine, which has advanced to 30 cents.

From the Islands—Gen. Lamar has arrived at Costa Rica. Gen. Obaldia has been elected Governor of the State of Panama. Nicaragua was quiet. The United States steamer Saranac was at Aspinwall. The Merrimack and Decatur were at Callao.

It is rumored that San Salvador is about invading Honduras. It is also reported that Peru is about declaring war against Ecuador.

Venezuela accounts say an attempt at revolution had been made by Gen. Sucre, who was sent to occupy Lagayra, but he found himself without armed soldiers, though nearly a thousand men collected. He turned backward with several influential leaders and was arrested.

General Sucre, with the Spanish and Brazilian numbers started for the coast for Lagayra, and telegraphic dispatches from the former place give hopes of a speedy and satisfactory settlement.

Senor Obaldia had been elected Governor of Valparaiso by 1,400 majority over the ministerial candidate. The election, contrary to expectation, passed off quietly.

SOUTH AND CENTRAL AMERICA.—Dates from Valparaiso to August 15th report peace prevailing throughout Chili. Bolivia had reduced her army out of half.

It is rumored that Peru is about to declare war against Ecuador. There is nothing important from Nicaragua. The United States vessels, the Albatross and Satago were at San Juan. The Plymouth sailed for Aspinwall on the 1st inst.

The Honduras railway project is regarded as entirely abandoned. The cholera was disappearing from Guatemala.

The Salvadorean correspondent of the Panama Star says that the Manchester Cotton Association is distributing a considerable quantity of seed throughout Central America.

Telegraphic Despatches.
Petersburg, Sept. 27.—The State Fair opened today with all the prospects, far exceeding the expectations of the officers and managers. The number of entries for exhibition are very numerous, the stock entries greatly exceeding that of any previous year. The display of farm implements and machinery is surpassingly fine, and every branch of industry is fully represented. The collection of horses from various States is numerous and fine.

CINCINNATI, Sept. 27.—Yesterday morning a fire broke out in the flour mill of Pierce Sheehan, extending to the feed store of Geo. A. Moore, which was entirely destroyed. Mr. Sheehan's loss is \$10,000, and Mr. Moore's loss is \$15,000, with an insurance of \$7,000. A stable with two horses were also destroyed.

SAVANNAH, Sept. 27.—There were three interments yesterday—all from yellow fever.

NEW ORLEANS, Sept. 27.—The deaths from fever on Saturday were 67. The total for the week is 445.

BOSTON, Sept. 28.—Captain Townsend, of the slave bark Echo, has been remanded on \$5,000 bail to the October term, when the question of jurisdiction will be argued.

ST. JAMES, N. B., Sept. 27.—Sixteen houses in Portland street were destroyed by fire yesterday. Mostly insured.

NEW YORK, Sept. 28.—Two young ladies of the name of Kautner were passengers by the Austria, who are not among the saved.

Guano.
An article concerning coal, reminds us of the ill favor with which the first guano was received in Fredericksburg. The late Mr. John Hart had received a lot of it—many years ago—which he deposited in the cellar of his business house. The guano soon gave visible evidence of its presence to the effect of the salting in that portion of the town. Complaints were made to the Council, and a gentleman expressed lest the guano would give the pestilence and originator of some ill disease. So persistent were the demands for its removal that he believed an ordinance, or some documentary resolve was passed, requiring its speedy removal. It was among the very first guano brought to Virginia, and it went off slow, and we doubt whether Mr. H. did not lose money by the operation. How different then from now, when not only every Prince Merchant's cellar on Commerce Street, is filled with it, but also warehouses immediately on the street, and above ground. Then the speculation was "over the left." Now there is found for the farmer who makes profitable applications of it to his lands.—Rich. Herald.

White and Red Wheat.
We published, a few weeks ago, a statement from a Pennsylvania paper, to the effect that the wheat were much more destructive in their depredations, on white than red wheat. Acting on this hint, we made inquiry of a practical farmer, as to his experience as far as attacks were made on the two kinds of wheat from marauding insects generally, as well as from blight, rust, &c. He informs us that the white wheat has suffered to a far greater extent than the red. That he has had kinds of wheat growing, side by side, and whilst the white has suffered severely from rust, the red has been but slightly injured. That as relates to joint worm, which bug &c., he has observed a fondness for the white over the red, which he attributes to the more tender quality of the stalk of the former.

If white wheat is so much more liable to injury than the red, the fact is important and demands investigation as to cause. We hope that each of those who are noted agents bearing on this subject will give the public the benefit of their observation. We shall be glad to hear from them.—Fredericksburg Herald.

Railroad Management.

There is no business so very much misunderstood in our State, as the proper management of our Railroads. Under a most suicidal policy of high freight, the Directors of Virginia roads actually cause their own business to languish, prevent dividends, and make their roads worthless as investments. Freight is actually drawn to other roads beyond our limits; local travel and neighborhood freights are made to bear the expenses of the road. Unjust discrimination for foreign or "through travel" is made against the local travel, though nearly ten "way passengers" pass over portions of the road, while one "through passenger" travels the entire line. The roads actually lose money on the "through passengers" which is made up by charges on the "way." Virginians are unjustly taxed on their own roads to pay the passage money of foreign travellers.

The State has tax'd her people millions to build these roads and foreigners alone reap the advantage, the people along the lines, paying the passage money of travellers, who were never taxed a dollar for the cost of the roads. We venture the assertion that any "way passenger" that travels fifty miles over any road in the State that has the "through ticket" system, pays more money to the road than the "through passenger" pays for travelling one hundred miles over the same road. We make the assertion at random, and shall be glad if we are in error.

We are told that it is necessary to lower the price of "through passengers" to draw the travel—that the competition between the various Western and Southern lines, renders the reduction necessary. We are told that the "through passenger" will travel the roads the lower the passage money. All very good and most excellent reasons, and we commend the wisdom of the Virginia boards of directors as far as it goes.

But, we ask, why not carry a like principle still farther? Why not extend to commodities the application of a principle that is found to work so admirably with passengers? If it is necessary to reduce the price on "through travellers" in order to draw travel, why is it not necessary to reduce the price on merchandise and produce, to draw trade to Virginia roads, which is now drawn by the working of the same wise principle to other roads, over a circuitous and round-about route?

A policy now prevails that militates against the credit of the roads, the most credit of the farmer, and the demands of the cities. "Through tickets" at low rates, for passengers, is a policy detrimental to the interest of the State. The Railroads may carry thousands of "through passengers," but to compete with other roads, rapid time must be made, at the cost of great wear and tear of rolling power and road. But, worse than this, instead of Virginia roads becoming produce roads, for the transportation of the produce and merchandise of the State, they are being made passenger roads. What good will ever come to Virginia from the transportation of passengers over the various roads. It is expected that the dividends on the State's subscriptions will be increased and taxes assessed. If so, it is a vain calculation. The expenses incident to the rapid time, required for a successful passenger road, will consume the profits of a low "through ticket" system. The "through ticket" system has been adopted at the expense of the freight business on the road; the energies of the roads are expended upon the passenger trains, instead of being devoted to the great interests of the State, the agriculture and commerce of Virginia.

The people of Virginia owe it to themselves to see that all future Boards of Public Works shall be elected with reference to the question of low freight.

We advocate an increase of the fare on "through travel." If the roads are satisfied with the reduction of the fare to the local paying price, they have been able to increase their business, then we demand the same reduction proportionally on "way travel." It can cost the Railroad no more to carry a "way" than a "through" passenger. Our principle is the reduction of fare in all cases to the lowest paying price.—Rich. Exp.

Gov. Smith and Congress.
The Richmond South, in reviewing the several Congressional Districts of the State, has come to the Subj. and the election of Gov. Smith at the last contest. Referring to the future, the South says:

"He, too, is perfectly secure of his place; for since his last election, his course has been altogether unexceptionable to his political associates."

If the Governor is "perfectly secure of his place," the dozen or two aspirants in the ranks of the Democracy may as well hang up their fiddles, but we rather incline to the opinion that they will not knock under so summarily, and will at least attempt the revival of Old King George with the chances it may offer for a temporary recovery.

We are not prepared to say what the action of the Old Line Whigs will be, but in view of the approaching Presidential election we think that duty demands an immediate organization.—Froh. Herald.

Land Sales.
The fine farm and residence of Wm. S. Payne, esq., of King George, known as "Mount Pleasant," was purchased at public sale on the 21st inst., by Dr. Wm. Jett, of Westmoreland. It contains 450 acres, and is valued at \$13,000, subject to the dower of Mrs. P., which is estimated at about \$2,000. Dr. J. also bought 50 acres of woodland, detached, at \$10 per acre.

The Rev. L. J. Hansberger has disposed of his farm, near Edinburg, (through Mr. Wm. M. Mitchell, Land Agent,) to Mr. Bryan, of Cecil county, Md. The farm contained about 200 acres and was sold for \$7,000. It is the intention of Mr. Bryan to erect a large dairy, and to give his attention largely to the production of peaches. We know of no enterprise which promises more satisfactory returns.—Froh. Herald.

Randolph Mason College.
The Fall session of this institution opened on the 16th inst. The matriculants already number 100 or upwards, being an increase over the number of the last session, and others are daily arriving. We are gratified to learn, (says the Clarkeville Tobacco Plant) that the enterprise of a permanent endowment of the College is progressing most encouragingly. Little, if any doubt is now as to the success of this noble and patriotic enterprise. We are gratified to learn, (says the Clarkeville Tobacco Plant) that the enterprise of a permanent endowment of the College is progressing most encouragingly. Little, if any doubt is now as to the success of this noble and patriotic enterprise.

Cat Nursing Pigs.
We have received from a correspondent, in New Kent county, an account of the stocking of two pigs by a cat, in that county. The little porkers were taken from their "maternal parents" who had a large family, and were placed in an out-house, where a cat with one kitten—the rest having been drowned—sought shelter and lodgings. The pigs became intimate with their feline neighbor, and the sequel was the curious fact stated by our correspondent.—Richmond Whig.

Another Swooping Astr.
The Grand Jury of Pulaski county made some thirty odd presentments, last week, one of which at least, is a rather rare case. Two men swamped wires, which offense being considered contrary to the good morals of the commonwealth, they were all presented.—So it is clear that a man's wife is not an article of personal property that can be traded off.

Burning of the Steamship Austria.

MR. CHARLES BREW'S NARRATIVE.

I took passage at Southampton on the 4th in the steaming Austria, Capt. Heydtmann, which left Hamburg on the 21st.

From the time the ship was laid on her course we experienced strong westerly winds. On the 12th the weather was more favorable, and on the 13th the speed of eleven knots had been attained, and all were in high hopes of reaching New York by the 18th.

At a little after 2 o'clock, P. M. I was on the quarter-deck. I saw a dense volume of smoke burst from the entrance of the sternage. Some women ran up exclaiming "the ship was on fire!" and I put on my hat. The ship was instantly put at half speed, at which she continued until the magazine exploded, from which I infer the engineers were instantly suffocated.

I walked from where I was on the quarter-deck to the waist of the ship, when I saw the flames breaking through the lights amidships. As the ship was head to the wind the fire travelled with fearful rapidity.

I went then to the man at the wheel and told him to put the vessel with her bow to the wind. He hesitated, probably did not understand me, as he is a native of Hamburg. I then got a German gentleman to speak to him. At this time I saw some persons letting down the boat on the port side of the quarter-deck. What became of the boat I don't know, but I think she was crushed under the screw. I then went to get a boat over from the starboard side of the quarter-deck, but the moment we laid our hands on the ropes there were so many people who crowded into it that we could not lift it for a few minutes until the people got over the side of the ship, then the people all rushing into it again it descended with great violence into the water, and was immediately swamped, all the people being washed out except three who held on to the sides. We then let down a rope and pulled up one person, who proved to be the steward. Another in the act of being hauled up was strangled by the rope.

The fire now came on too fiercely to attempt to get up any more from the swamped boat.

All the first cabin passengers were on the poop, with the exception of a few gentlemen who were being smothered in the smoking room. Many of the second cabin passengers were also on the poop, but a number of them got shut into their cabin by the fire.

Some of them were pulled up through the ventilator, but the greater number could not be extricated. The last woman who was drawn up said there were six already suffocated.

We now perceived that the ship had got her head to the wind again, so that the flames came over the quarter-deck. In consequence of the crowd I could not get to the wheel-house to ascertain the reason, but I was informed that the helmsman, being left to himself, headed to the wind of her own accord.

It is at this time the scene on the quarter-deck was indescribable and truly heart-rending. Passengers were rushing frantically to and fro—husbands seeking their wives, wives in search of their husbands—relatives looking after relatives—mothers lamenting the loss of their children—some wholly paralyzed with fear—others manly crying to be saved—but few perfectly calm and collected. The flames pressed so closely upon them that many jumped into the sea—relatives, clapped, in each other's arms, leaped over and under a watery grave. Two girls, supposed to be sisters, jumped over and sunk kissing each other the first time in their lives. The sea together, and the steward and assistant steward, arm in arm, followed. One Hungarian gentleman, with seven fine children, four of them girls, made his wife jump in, then blessed his six eldest children, made them jump in one after the other, and followed with the infant in his own arms.

About this time I was standing outside the bulwarks, holding on by the davits, leaning out to avoid the flames, which were leaping towards me. I saw a swamped boat under me, spinning by a rope still attached to the ship as the last hope of her life. I thought, if I could get to her, I would be enabled to save myself and some others. I let myself down, passing over a man who was clinging to it, but who refused to come with me. I took out a penknife to cut the tackle; but a large blade broke, and I severed it with a small blade. The ship passed ahead. As the screw approached I tried the boat off, but the screw caught and capsized her over me. I dived from the ship, and came to the surface near a boat, which was kept on fire. I got on her, and lay on my side, with my head under the water, righted her, but she was swamped, and the crew had been knocked out by the screw. The only thing I could find in her to paddle with were some laths nailed together as a sheering for the sides.

When I looked around, the ship was a quarter of a mile away from me. I could see the ladies and gentlemen jumping if the poop into the water in twos and threes, some of the ladies in flames. Several hesitated to leap from the burning ship until the last moment, as the height was twenty feet, and they were at length compelled to jump, and were killed by the water.

In half an hour not a soul was to be seen on the poop. I pulled over the ship and picked up a German, who was swimming strongly. I got him beside me in the boat, and we paddled after the ship.

I now saw a vessel under sail approaching. She reached the steamer at about 5 P. M. We continued paddling towards them, and about 7 o'clock, after being five hours in the water, put within hail of the sailing vessel, which put off a boat and took us on board. She proved to be the French bark, the Marquis. Capt. Ernest Renaud, of Nantes, bound from Newbern to London, by the way of Bordeaux, with fish.

She had up to that time rescued forty persons of the burning steamer, chiefly taken off the bowsprit, though a few were picked off floating around. At about 8 o'clock one of the metallic boats came up, with about twenty-three persons, including the first and third officers. Afterwards three or four men were picked up floating on a piece of broken boat. The second officer was taken up, having been swimming, with nothing to float him, for six hours. The second and third officers were severely burnt, and the passenger was burnt tragically, and some other male passengers slightly.

There were about three of whom were but six women saved from the burning steamer. Capt. Renaud acted with the utmost kindness. He gave clothes as far as he could furnish them to the suffering passengers and acted as nurse, doctor, and surgeon to the burnt people, dressing the wounds of the females with a delicacy and tenderness that evinced a benevolent and amiable disposition.

I did not see an officer of the ship during the fire, and am certain there was not one of them or of the crew on the poop, except a man at the wheel for a short time. I understood that when the captain heard of the fire he rushed on deck and exclaimed, "We are all lost!" He then got out a boat, which, when let down, was swamped, and he, whether accidentally or not, I do not know, fell into the sea and was soon left far behind. The fourth officer was in this boat. He cut her loose from the davits; she was carried under the screw and swamped, and several in her drowned. Three or four men escaped on a fragment, before stated. About the same time one metallic life-boat was let down from the port bow and swamped, but got clear away with about thirty-third officers and several

women. The men in this boat swamped her two or three times in trying to clear her of water. Ten persons were thus drowned including some women. They afterwards bailed her out with life-preservers out in two, and pulled to the Maurice, having picked up two or three passengers before reaching the bark.

Altogether there were sixty-seven persons taken up by the Maurice, during the night. A Norwegian barque came up with the steamer the next morning, and a boat was observed going around the burning ship. They may have picked up a few persons, but only a very few. The Maurice had no communication with the Norwegian.

The fire is known to have arisen from very culpable negligence of some of the crew. The captain and surgeon considered it expedient to fumigate the steamer with burning tar. The operation was to be performed by the boatmen, under the superintendence of the boatman, under the superintendence of the fourth officer. The boatman heated the end of a chain to dip in tar to produce the smoke, and became too hot to hold, and he let it drop upon the deck, to which it set fire; the tar upset, and immediately all was in flames. A feeble attempt was made to extinguish it, but without effect. There was nothing at hand to meet such an emergency. The rescued passengers saved nothing but the clothes on their backs.

The Kansas Gold Fields.

Gov. Denver, writing to the Secretary of the Interior, Sept. 17, says that the late news from Pike's Peak leaves no room to doubt the correctness of the reported discoveries of gold in that vicinity. The explorers have found gold on the Arkansas, on the heads of the Kansas, and on the south fork of the Platte River, embracing an extent of country of more than 300 miles. The richest mines found are on Cherry Creek, a tributary of the South Platte, directly north of Pike's Peak. Gov. Denver has not yet heard of quartz veins, but the best information would seem to indicate a great similarity between these mines and the first discovery in California. In view of the present condition of affairs in that region, and to prevent trouble, difficulty, Gov. Denver advises that the lands there be withdrawn from pre-emption, if they are open to settlement, leaving them, as in the mining districts of California, free for all who may see fit to engage in working the mines. The country, he believes, is, or has been claimed by the Utes, the Cheyennes, the Kiowas and the Arapahoes, and he does not know that their title to it has ever been extinguished. If it has not, there will be no trouble in withdrawing the lands from the operation of pre-emption laws, if it has, then they can be given up without any loss, and the facts and reasons reported to Congress next winter. It would, he adds, be advisable to send out some competent person to examine the mines and report the facts in connection with them.

Cotton on the Mississippi.

The Baton Rouge Advocate has a letter dated Chapel Hill, Tenn., August 10, written as we learn from the Advocate, by a gentleman who was formerly a citizen of Louisiana, and at one time filled a high office in her government, from which we extract the annexed interesting passage:

The person is yet living who saw the first sack of cotton seed brought into the Mississippi valley. It was introduced by Daniel Clarke, father of Mrs. Gen. Gaines, who was a native of Ireland, a Spanish subject, and acting as Consul for the United States at the port of New Orleans. It was imported expressly for Mr. Bringley, a wealthy planter, on the right bank of the river, a few miles below New Orleans. Mr. Bringley had been a planter in Louisiana, and the cotton seed was distributed to such planters, upward down the coast as desired to try the experiment, and in the fall of the year when it was picked, Mr. B. sent his son, Louis Bringley, the present venerable Surveyor General of Louisiana, with a large and a gang of negroes to collect it for the purpose of being ginned.

The cotton was raised and ginned upon shares, and when bagged was sent to Daniel Clarke for exportation. Mr. Bringley told me he had gone up as far as Baton Rouge and Pointe Coupee, gathering cotton, and he got it all in his father's place below New Orleans. This was in the latter part of the last and at the beginning of the present century.

A Glimpse of New Orleans.
The editor of the Natchez Courier lately dropped into that city, and is convinced that "New Orleans is the filthiest city in the United States." He "counted six and fifty stenches," and those, well defined and genuine. Says the Courier:

Cologne certainly could not have been much more filthy than this sister city of the Mississippi. Its low, flat back streets and alleys, along which the stagnant liquid refuse is poured, are a perfect epidemic in themselves, and breed an epidemic in the city authorities seem bent to make that still worse which was bad enough before.

They have selected the month of September and the season of an epidemic, to dig up the most earth through several of the business streets, under pretence of repairing gas pipes. Gravier street is an example. The mud and stones are piled up on each side, while through the center runs a hole, at the bottom of which is water; and about the sides a foully-rotted mass. Of course the street is impassable for horses and carts, and the side-walks for foot passengers, except as they guard their nostrils from the effluvia.

How to Smoke Safely.
It is well known that in Turkey, and in other countries, most elaborately contrived pipes are resorted to, to rid tobacco of its noxious and injurious oil, while retaining the soothing influence of the weed itself. It is well by the way that it is almost impossible to smoke in about equal proportion. Admittedly, the smoke is not so strong as a small globe of its purification. But the pipe with that appendage is both easily and cumbersome. An ingenious American has contrived an equally efficacious smoking apparatus, adapted to cigars and to pipes, the ingenuity of which is qualified only by its economy and convenience. The further is a piece of sponge, which is moistened with water or with cologne or rose water. It is contained in a cup and can be cleaned or renewed at any time. We believe the inventor has christened it "The American Snaker."

In the sense of being unitarian, it is essentially American, and it can be used by converts to the suffering passengers and acted as nurse, doctor, and surgeon to the burnt people, dressing the wounds of the females with a delicacy and tenderness that evinced a benevolent and amiable disposition.

Matrimony on the Fair Grounds.
A novel incident occurred at the Marshall County Fair, held at Lewisburg, Tenn., last week, which was not laid down in the programme. A couple presented themselves, and were married in a building in the premises by a Presbyterian minister. Though no premium was offered for such an exhibition, the parties went their way looking as if each had just obtained a prize above all price. If any young couple in Virginia contemplate matrimony about the first week in November, and desire the rites to be solemnized in the presence of many witnesses, an excellent opportunity will be afforded at the State Fair to be held in this city.—Petersburg Star.

FEATHERS.—10 bales Live Geese Feathers, received and for sale, by WHEAT & ERO.

Improvement in Agriculture.

The cultivation of the soil, as it lies at the foundation of all production, and is the indispensable pre-requisite of civilization, if not of existence, possesses an importance that cannot be overrated.

Man has made more rapid advances in the past twenty years, and there is probably none in which greater progress is possible, and yet remains to be accomplished. The business of agriculture is beginning to be justly regarded, not merely as a drudgery, a laborious occupation, calling for tows and sinews, and their patient and industrious employment, without any particular demand upon the intellect, and scarcely upon ordinary intelligence, but as a science, an art, a profession, requiring not less the exercise of the powers of the mind than of the muscles, and giving ample scope for the exhibition of the highest order of mental ability, calling in demand upon the faculties of both mind and body in that exact proportion which is calculated to develop them in union to their highest extent, and to produce man in his most perfect symmetry and power, physically and intellectually. Yet the pursuit of agriculture has not theoretically nor practically attained the position it is destined to reach, either in popular estimation, or in the manly and intellectual development of those who follow it as an avocation, or of the empires which are yet to be reared in the field of science and increased production.

The advances in agriculture have been of two kinds: in the invention and application of labor-saving machinery, and in the science and increased knowledge which has enabled the cultivator to raise better crops, and a greater quantity, from a given space of ground. In the former respect, it seemed, many years ago, as if the limit of useful inventions had been reached, and that labor-saving appliances could go no further; but every year has produced new contributions to this department, and sometimes introduced startling innovations, until we are unwilling to doubt the possibility of anything which can be even imagined. The farmer who was content to plod along in the old-fashioned footsteps of his fathers, and who looked upon the introduction of anything new as a folly and a swindle, has disappeared, and all are ready to secure the advantages of any novelty or promised improvement in the new popular labor-saving machines. Who that remembers the laborious and tedious method of thrashing grain with a flail, would be willing to forego the expeditious threshing machine; or who, after using the scythe and cradle, would be willing to go back to the sickle, or to give up for the former the rapid operations of the mowers and reapers of the day, by which acres of grain are cut down with a fraction of the manual labor required by the ancient method? Thus through all the departments of agriculture, labor has been so astonishingly economized, that a most wonderful revolution has been effected. It has been tantamount, indeed, to quadrupling the working force of our rural population.

The strength which fifty years ago was expended upon a small farm, will now cultivate a large plantation, and the wear and tear of muscle required to make a small piece of ground productive, now suffices